

**LEGISLATIVE SERVICES AGENCY
OFFICE OF FISCAL AND MANAGEMENT ANALYSIS**

200 W. Washington, Suite 301
Indianapolis, IN 46204
(317) 233-0696
<http://www.in.gov/legislative>

FISCAL IMPACT STATEMENT

LS 6670

BILL NUMBER: HB 1182

NOTE PREPARED: Jan 19, 2010

BILL AMENDED:

SUBJECT: Complete Streets Guidelines.

FIRST AUTHOR: Rep. Dembowski

FIRST SPONSOR:

BILL STATUS: As Introduced

FUNDS AFFECTED: **GENERAL**
 X DEDICATED
 X FEDERAL

IMPACT: State & Local

Summary of Legislation: This bill requires the Indiana Department of Transportation (INDOT) to do the following: (1) adopt guidelines for INDOT projects regarding street design that enables safe, comfortable, and convenient access for all users (Complete Streets guidelines); (2) include a requirement to comply with Complete Streets guidelines in INDOT contracts entered into after December 31, 2010; (3) include Complete Streets guidelines in INDOT's approved design manual and (4) report to the General Assembly on INDOT's progress in incorporating Complete Streets guidelines into manual and projects.

Effective Date: July 1, 2010.

Explanation of State Expenditures: (Revised) *Summary:* The specific impact will depend on the implementation of the Complete Street guidelines. This will affect contracts for planning, design, construction, reconstruction, or improvement of a state highway or other roadway that is under the jurisdiction of INDOT. The funds affected are the State Highway Fund and federal highway funds.

The following estimates are provided by INDOT, and the eventual costs would depend on how the Complete Streets program is implemented. INDOT estimates that more than \$420 M of projects may be subject to the Complete Streets guidelines and that 50% of the projects would not receive local support of Complete Streets or have elements that would increase the cost. Of the \$210 M of construction projects remaining, INDOT further estimates a potential 1% to 2% cost increase in these projects as a result of Complete Streets guidelines, which translates to an increase of between \$2 M and \$4 M in project costs.

Background Information: Complete Streets principles are defined as federal-, state-, local-, or regional-level transportation laws, policies, or principles which ensure that the safety and convenience of all users of a

transportation system, including pedestrians, bicyclists, public transit users, children, older individuals, motorists, and individuals with disabilities, are accommodated in all phases of project planning and development. A policy may include project-specific exemptions from such principles only if (1) affected roadways prohibit specified users by law from using them, the cost of a compliance project would be excessively disproportionate to the need, or the population and employment densities or level of transit service around a roadway is so low that there is no need to implement such principles; and (2) all such exemptions are properly approved.

Explanation of State Revenues:

Explanation of Local Expenditures:

Explanation of Local Revenues:

State Agencies Affected: INDOT.

Local Agencies Affected: Metropolitan Planning Organizations.

Information Sources: *Congressional Research Service Summary H.R. 1443: Complete Streets Act of 2009.*

Fiscal Analyst: James Sperlik, 317-232-9866.